

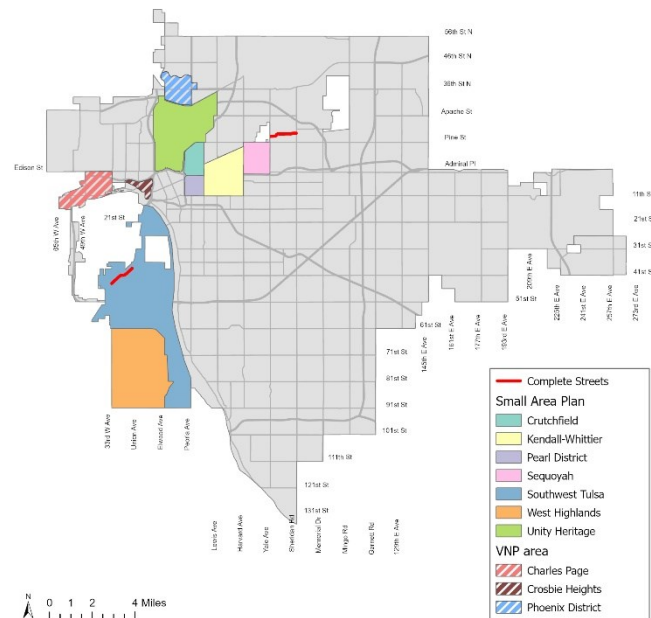
Improve Our Tulsa 3 Neighborhood Revitalization Funds

Overview

This series of proposed neighborhood revitalization projects will help implement the City's goals of enhancing neighborhoods and were identified as prioritized projects from adopted Small Area Plans, Action Plans developed by three neighborhoods participating in the Vibrant Neighborhoods Partnership, and two complete streets pilot projects.

Acquiring funding for these projects would greatly benefit neighborhoods regarding enhanced walkability, mobility, economic development, parks and recreation, and other placemaking efforts. The total request for all projects is \$15,000,000 in the following areas:

- Charles Page
- Crosbie Heights
- Crutchfield
- Dawson
- Kendall-Whittier
- Pearl District
- Phoenix District
- Red Fork
- Sequoyah
- Southwest Tulsa
- Unity-Heritage
- West Highlands



Project Types

The Tulsa Planning Office has developed a list of projects for **12 neighborhood areas** corresponding with prioritized actions from existing adopted plans, neighborhood action plans, stated priorities of City leadership, and alignment with ongoing projects. This proposal includes various types of projects to complement the standard approach conducted by the City's Public Works and Parks and Recreation Departments, such as:

- Construct and repair sidewalks, ramps, crosswalks, and lighting
- Enhanced streetscape, traffic calming, and placemaking interventions
- Highway underpass improvements
- Park and trail facility improvements
- Implementation of streetlights
- Neighborhood identity and art interventions
- Trees and landscaping

Projects by Neighborhood Area and Type

		Request	Transportation Sidewalks, Crossings, Lighting, Complete Streets	Parks & Trails	Trees & Landscaping	Neighborhood Identity Gateways, Art, Signage, Placemaking
1	Charles Page	\$1,500,000	X	X		X
2	Crosbie Heights	\$1,500,000	X			X
3	Crutchfield	\$1,000,000	X	X		X
4	Dawson	\$2,500,000	X		X	X
5	Kendall-Whittier	\$700,000	X	X		X
6	Pearl	\$300,000	X			X
7	Phoenix District	\$1,000,000	X	X		X
8	Red Fork	\$2,500,000	X		X	X
9	Sequoyah	\$1,500,000	X	X	X	X
10	Southwest Tulsa	\$300,000	X			
11	Unity-Heritage	\$1,000,000	X		X	X
12	West Highlands	\$1,200,000	X		X	
Total		\$15,000,000				

About the Planning Processes

Small Area Plans (SAPs) are long-range comprehensive plans applied to neighborhoods to allow stakeholders to address their area's unique issues with tailored solutions.

These community-driven plans define their residents' vision for the future and enable the City to prioritize and coordinate capital projects and to set the stage for ensuing private investment.

Once developed, SAPs become city policy after being adopted by the Tulsa Metropolitan Area Planning Commission (TMAPC) and approved by the Tulsa City Council as amendments to the Comprehensive Plan.

With goals to enhance quality of life and public safety, SAPs address elements of the built environment such as housing, businesses, parks/open space, public infrastructure (i.e., flood control, water/sewer services), parks and other public facilities, and the transportation network that connects them, including sidewalks, crosswalks, bike lanes, trails, paths, and the street network.

SAPs also recommend ways to optimize public investments by integrating the built environment with the natural environment.

Vibrant Neighborhoods Partnership (VNP) is a community-driven program that improves the quality of life in Tulsa's neighborhoods. It seeks to holistically improve neighborhood infrastructure and enjoyment through targeted public support and service delivery in collaboration with neighborhood residents.

The goal of the Vibrant Neighborhood Partnership is to bring City departments, community partners, and neighborhood residents together to identify and address key issues through clearly defined actions for a set period of time.

Potential tools and resources to support neighborhoods include pedestrian and bicycle infrastructure, public art, wayfinding, beautification, food access initiatives, housing and homeowner support, after-school and youth programming, and public safety support.

Once selected, participating neighborhoods undergo a minimum 6-month collaborative planning process with Tulsa Planning Office staff to determine neighborhood goals and strategies for improvement. The program aims to work with the neighborhood to implement desired initiatives for a period of 3 years.

All VNP projects proposed in this document relate to goals within the respective neighborhoods' action plans.

The **Complete Streets** work group led by the Tulsa Planning Office comprises several internal and external groups, all of whom have a stake in the development of safe streets for all users. Members include representatives from fourteen departments, entities, and agencies. To date, the Complete Streets Workgroup has reviewed the City's complete streets policy and the procedural manual, and conducted strategic planning exercises.

Planning staff used the data analysis conducted by the Complete Streets work group as a starting point for prioritizing the list of proposed pilot projects, and considered other factors such as alignment with other funded infrastructure projects, City priorities, economic development opportunities, and lifting up historic areas that have faced decades of disinvestment.

Both of the proposed pilot projects, recommended by Planning staff and the Public Works director, will have a significant benefit to the City with regard to enhanced walkability, the public transit experience, economic development, and other placemaking efforts, and will allow the City to evaluate long-term maintenance costs on these types of installations.

Typical interventions include more accommodating sidewalks and ramps (often greater than 10 feet wide), pedestrian-scale streetlights and more comprehensive urban design and streetscaping, including landscaping, wayfinding signage, street furniture (seating, trash bins, bike racks, improved transit stops, poles with banners, etc.), mid-mile crossings, and other traffic calming strategies.

Charles Page Neighborhood

Vibrant Neighborhoods Partnership



Projects for the Charles Page neighborhood include constructing and repairing sidewalks and streets, and adding amenities to Zeigler Park.

In developing their Neighborhood Action Plan as part of the Vibrant Neighborhoods Partnership, Charles Page residents ranked sidewalks as some of their highest priorities, and residents began identifying specific interventions along targeted corridors during a walk audit with their City Councilor, Bicycle/Pedestrian Advisory Committee, and Tulsa Planning Office staff.

The neighborhood has needed more play spaces and recreational areas for kids. Improved park amenities would help the neighborhood reach its goals of providing significant youth and older teen oriented programming.

Ask: \$1,500,000

Charles Page Story Map:

<https://storymaps.arcgis.com/stories/ed0ef08bf4364508a3dab76829ba7d5b>

Crosbie Heights Neighborhood

Vibrant Neighborhoods Partnership



Identified projects for the Crosbie Heights neighborhood include building new sidewalks to fill in gaps in the sidewalk network, repairing existing sidewalks, enhancing bus stops and transit connectivity, adding community features (e.g. playground equipment, food forest, other green space amenities) to City-owned vacant lots, improving alleyways, and adding lighting, murals, gateways, and other amenities to highway underpasses that connect Crosbie Heights to downtown and other neighborhoods while improving safety, aesthetics, and comfort.

Ask: \$1,500,000

Crosbie Heights Story Map: <https://storymaps.arcgis.com/stories/671258fbc4744461be939de6c37fcf65>

Crutchfield

Small Area Plan



The Crutchfield Small Area Plan was adopted in 2019 and includes the area just northeast of downtown that has experienced renewed redevelopment interest in recent years. This plan includes recommendations to improve sidewalk conditions throughout the neighborhood and along its surrounding arterial streets.

Sidewalk projects include ADA-compliant ramps, new crosswalks, and pedestrian and bicycle connections to surrounding areas, along with park improvements and gateway features and neighborhood identity signs.

Ask: \$1,000,000

Plan: <https://tulsaplanning.org/programs/implementation/crutchfield-small-area-plan/>

Dawson

Complete Streets Pilot Project



Conceptual rendering



This project would enhance Dawson Road/Tecumseh Street from Yale Avenue to Sheridan Road to make the corridor safer, more walkable, and more desirable for residents and redevelopment efforts. This street is the historic main street of Dawson and presents an opportunity for economic development in the area, including new shops, restaurants, and businesses that support the surrounding community.

This alignment is identified as a Main Street in the Major Street and Highway Plan and is suitable for reimagining through a substantial placemaking effort. There is an IOT2 project funded to rehabilitate the street between the curbs, and this proposal would complement that to enhance the areas outside of the curb lines. This project would also complement the rezoning efforts being pursued by Councilor Patrick to facilitate Missing Middle Housing in Dawson.

Streetscape elements may include landscaping, wayfinding signage, and street furniture (seating, trash bins, bike racks, improved transit stops, poles with banners, etc.)

Ask: \$2,500,000

Background: <https://www.discoveroklahomatv.com/stories/2019/montys-bbq-chicken>

Other City Project Alignment: Rehabilitation - Number: 2036N3005Z, Budget: \$3,350,000

Kendall-Whittier

Small Area Plan



The Kendall-Whittier plan area includes the Kendall Whittier Main Street area and the University of Tulsa, and stretches from Utica Ave. to Harvard Ave., and from 11th St. to Dawson Rd.

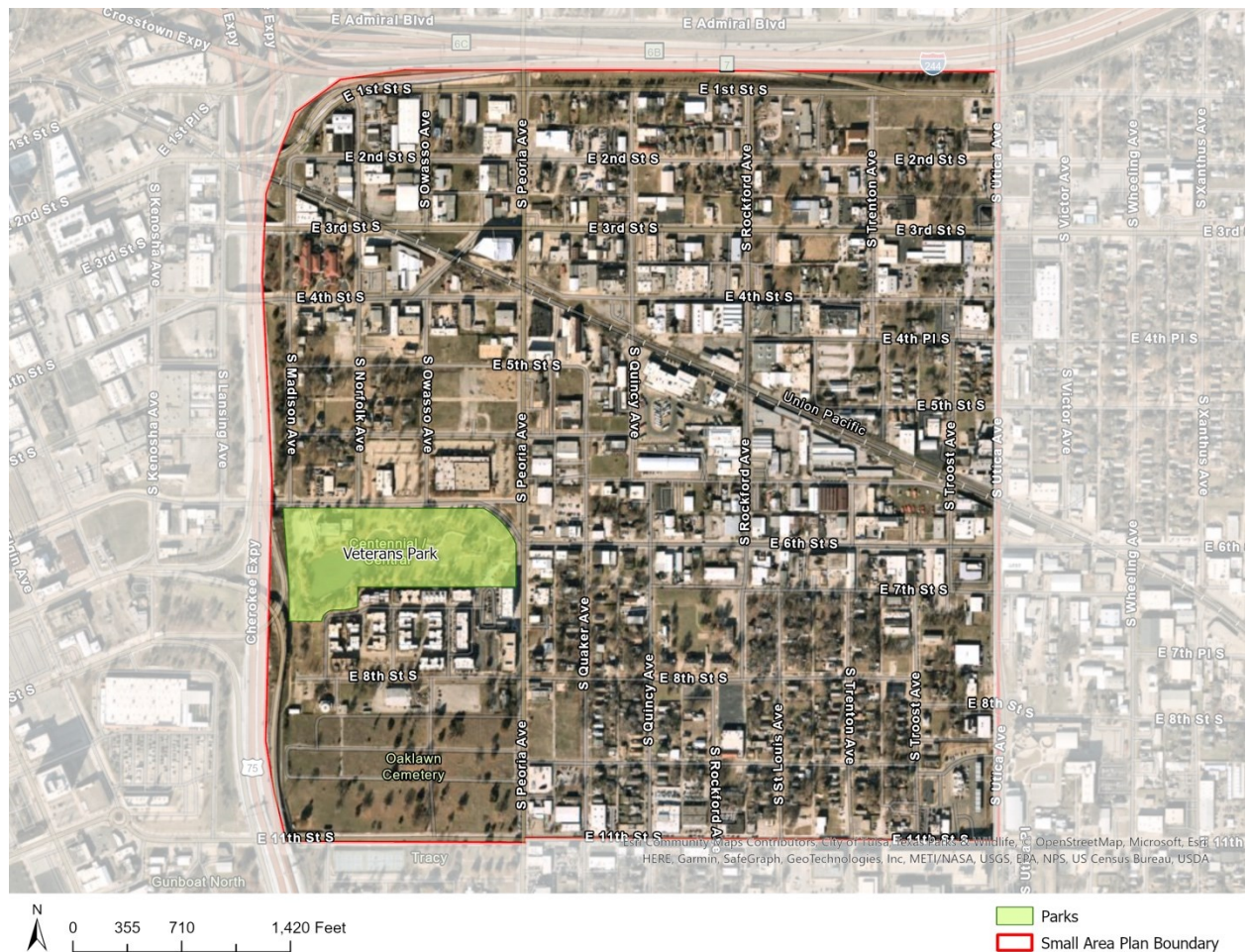
Land use in the area is highly diverse, with pockets of industrial, the University of Tulsa, elementary schools, and residential areas, but the plan shares similar recommendations as other adopted plans, with a focus on improving sidewalks, ramps, crosswalks, and lighting, creating a sense of identity through gateway monument signage, and improving its park amenities.

Ask: \$700,000

Plan: <https://tulsaplanning.org/programs/implementation/kendall-whittier/>

Pearl District

Small Area Plan



Immediately east of downtown and bound by Interstate 244, the Inner Dispersal Loop, 11th St., and Utica Ave., the Pearl District area has seen a resurgence in redevelopment and reinvestment in recent years. Like other areas, though, its aging pedestrian infrastructure is long overdue for repair.

This plan's capital recommendations are very focused on improving sidewalks and ramps, bringing both into compliance with ADA regulations and improving pedestrian safety and comfort as a way to increase economic vitality and livability. The plan also includes recommendations for gateway features at key entrances, and neighborhood identification throughout the area to build on its distinct character.

Ask: \$300,000

Plan: <https://tulsaplanning.org/programs/implementation/pearl-district-small-area-plan/>

Phoenix District

Vibrant Neighborhoods Partnership



Priorities for the Phoenix District include building and repairing unsafe sidewalks, adding amenities such as a splash pad, covered pavilion, sports facilities, and a trailhead to Hawthorne Park, installing wayfinding signage, and enhancing the 36th Street North corridor through the addition of public art.

Designs for wayfinding signs to help guide residents and trail users and enhance connectivity are complete and simply awaiting funding. Hawthorne Park, close to several schools and the trail, is currently an empty field, and neighbors recognize its potential to become an active, valued community gathering space.

The 36th Street North commercial corridor is seeing renewed development interest and the street and sidewalks are being rebuilt, but sidewalks in the whole neighborhood need be fixed to ensure that nearby residents have safe, comfortable pedestrian access to these new developments. This project would also fund new public art to make the corridor even more attractive to residents and potential commercial development.

Ask: \$1,000,000

Phoenix District Story Map:

<https://storymaps.arcgis.com/stories/27ef71a07c6c4243b07f7bccb1694fbb>

Red Fork Route 66

Complete Streets Pilot Project



Conceptual rendering



This project would enhance pedestrian connections between significant City investments along Route 66, including the gateway on Southwest Boulevard in front of the Crystal City shopping center, and the Route 66 Historical Village. Placemaking enhancements would be implemented around the main street-style uses at the intersection of Southwest Boulevard and W. 41st Street, while enhanced pedestrian infrastructure would be implemented in other sections to connect visitors to the Route 66 Historical Village and the Route 66 gateway.

Typical treatments include wider sidewalks and ramps (often above 10 feet-wide), pedestrian-scale streetlights and more comprehensive urban design and streetscape elements, including landscaping, wayfinding signage, street furniture (seating, trash bins, bike racks, improved transit stops, poles with banners, etc.), parallel parking, mid-mile crossings, and other traffic calming strategies.

Ask: \$2,500,000

Background: <https://www.route66village.com/>
<https://www.route66news.com/2014/10/21/east-route-66-gateway-tulsa-nearly-done/>

Other City Project Alignment: Rehabilitation - Number: 144017-f, Budget \$4,695,000

Sequoyah

Small Area Plan



Adopted 16 years ago in 2007, the Sequoyah Small Area Plan is the oldest active small area plan in the city and has among the smallest percentage of recommendations that have been initiated or completed. Forty-two percent of all its recommendations are yet to be initiated, and only a quarter are marked as either complete or ongoing. Located between Harvard Ave. and Yale Ave., Admiral Pl. and Pine St., this area is often overlooked, but good things are happening here, including a historic survey of the Harvard Hills neighborhood for potential nomination to the National Register of Historic Places. City investment in this neighborhood is long overdue.

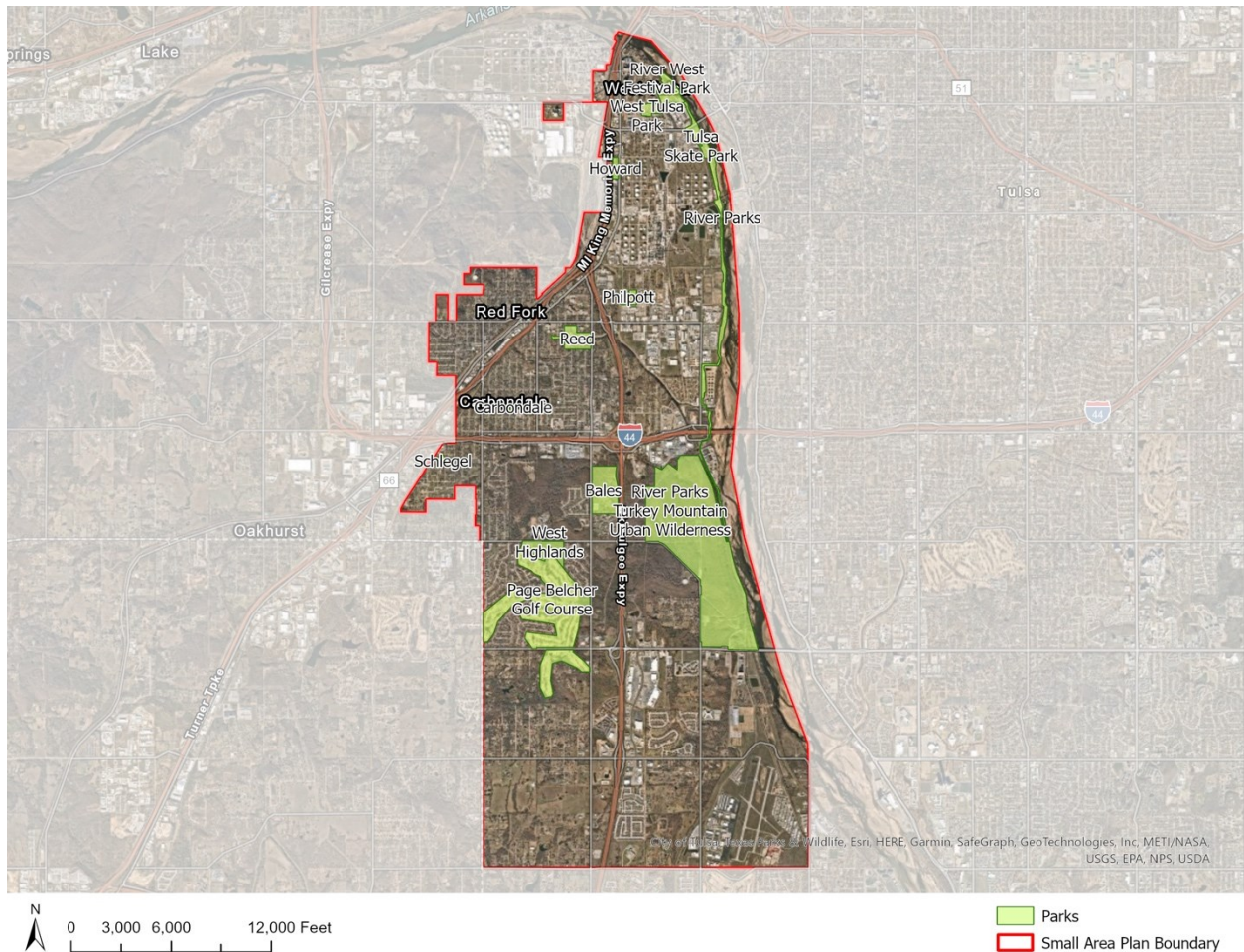
The adopted plan includes several recommendations for sidewalk repair and replacement, installation of new sidewalks along arterials where none exist; extensive crosswalk striping; streetscaping including trees and landscaping; gateways and neighborhood identity signs; and upgrades to Sequoyah Park that incorporate installation of lighting along its walking trail, a new splash pad, and the addition of basketball courts.

Ask: \$1,500,000

Plan: <https://tulsaplanning.org/programs/implementation/sequoyah-implementation-plan/>

Southwest Tulsa Neighborhood Revitalization Plan

Small Area Plan



The Southwest Tulsa Small Area Plan was adopted in two phases in 2009 and 2011, and includes nearly all the area within the City that is west of the Arkansas River. It encompasses distinctly different areas and development eras, from the historic Red Fork area to burgeoning Tulsa Hills and the Turkey Mountain Urban Wilderness Area. Some additional small area plans exist within the boundaries of this plan, including the West Highlands-Tulsa Hills and Eugene Field plan areas.

This plan includes a goal to improve sidewalks for pedestrians and bicyclists.

Ask: \$300,000, for areas not within the West Highlands-Tulsa Hills plan area, which has its own proposal.

Plan: <https://tulsaplanning.org/programs/implementation/southwest-tulsa/>

Unity-Heritage Neighborhoods

Small Area Plan



The Unity-Heritage plan area is located directly north of downtown beginning at the Inner Dispersal Loop, following U.S. Highway 75 north and east to Mohawk Blvd. and the Gilcrease Expressway. The western boundary mostly aligns with the Tisdale Parkway.

This plan's adopted recommendations include improvements to sidewalks and pedestrian crossings, increased lighting, gateways at entrances to the neighborhood, and extensive tree plantings, both as a buffer from the highways that encircle it and along residential streets.

Ask: \$1,000,000

Plan: <https://tulsaplanning.org/programs/implementation/unity-heritage-neighborhoods-plan/>

West Highlands–Tulsa Hills

Small Area Plan



This plan, adopted in 2014, includes areas in Southwest Tulsa from 33rd W. Ave. to Elwood Ave., and from 61st St. to 91st St. This area is also wholly located within the boundaries of the Southwest Tulsa Neighborhood Revitalization Plan area.

Rapid growth is occurring in this area, and this plan includes several recommendations for improving pedestrian infrastructure, including sidewalks and crosswalks on both residential and arterial streets, an emphasis on increasing lighting along residential streets, and a desire to plant more street trees.

Ask: \$1,200,000

Plan: <https://tulsaplanning.org/programs/implementation/west-highlands-tulsa-hills-plan/>